

The China Mail.

ESTABLISHED 1845

NOTES ON WIRE
LIFE IN HONGKONG
AND ACUTE CHINA
By Mrs. Rev. G. A.
BUNBURY, M.A.
To be had at the
"China Mail" Office
Per 100 Copies Price 25 Cts.

No. 15,805.

號七廿月四年四十一百九千一英

HONGKONG, MONDAY, APRIL 27, 1914

庚申年三月廿七日

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No. 12, Queen's Road East,
Hongkong. Oct. 2, 1912. 1190

HONOURING THE BRAVE.

SILVER MEDAL FOR MR. A. G.
CONNOR.

The following communication has just
reached us from the Secretary of the
Imperial Merchant Service Guild—

In response to representations made
to the Royal Humane Society, the Im-
perial Merchant Service Guild have re-
ceived a silver medal and a diploma in
recognition for presentation to Mr. A. G.
Connor, Chief Officer of the British
Steamer "Houma," a vessel of some
3,000 tons, owned by the Hongkong, Can-
ton and Macao Steam Boat Company,
Limited.

It appears that the "Houma" whilst
steaming down the West River near
Hongkong, overtook a motor-boat which
was drifting about in a disabled condi-
tion owing to her machinery breaking
down. The motor-boat was brought
alongside the steamer and inside the
Chief Engineer of the "Houma,"
Mr. Pirie, volunteered to put the en-
gines in working order but did not com-
plete his task before darkness set in. He
worked through the night and about 3.30
a.m. accidentally fell overboard. Coming
to the surface he shouted and the swim-
mering along the deck awoke Mr. Connor,
who seeing Mr. Pirie's danger at once
jumped into the motor boat's dinghy
with a couple of Chinese women and
proceeded to search for the missing man.
After some time something was faintly
discerned in the water. Mr. Connor
plunged overboard only to find that it
was a piece of driftwood. A swift cur-
rent was running at the time, and after
being swept down the river some little
distance Mr. Pirie making a desperate
struggle for life was seized. Mr. Connor
again went overboard to the rescue and
kept Mr. Pirie afloat until the dinghy
arrived.

The case was one of great gallantry,
inasmuch as the muddy waters of the
West River are infested with sharks.
The officer when plunging into the water
was fully clothed and seriously hamper-
ed by a pair of rubber boots which he
was wearing at the time. His
strength was further taxed by the fact
that the Chief Engineer who weighed
over 200 lbs., was completely exhausted.
Nevertheless, Mr. Connor hung on with
grim determination and gave no thought
to himself until he had the satisfaction
of seeing the Chief Engineer pulled on
board and carried to his cabin. Mr. Con-
nor is one of several officers in the Mer-
chant Service who served in the South
African War. He was with the Oxford-
shire Yeomanry and possesses the South
African Medal and three clasps.

[All on the China coast will join in
congratulating Mr. Connor on receiving
so well-merited a reward. It is news to
us, however, to learn that the West
River is "infested with sharks."—Ed.]

BUSINESS NOTICES.



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IT POURS

out of the tin like the best quality.

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NOT Condensed,

neither does it contain any preservatives.

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STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
MONDAY, 27th APRIL.
8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
10 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

TUESDAY, 28th APRIL.
8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
10 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

REDUCTION IN SALOON FARES

Commencing from April 1st the Saloon passage rates by the Companies' Steamers
will be reduced to—

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the
Companies' vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

'S.S. SUI TAI' 'S.S. 'TAISHAN'

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 3rd MAY.

The Company's Steamship "TAISHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 4 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street
Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

'S.S. 'SUI TAI'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

'S.S. 'ZAI NAM,' 588 Tons, and 'S.S. 'NAN SHING,' 568 Tons.

One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday
and Friday, at about 6 P.M., and the other leaves Wuchow for Canton every Monday,
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Passengers can return to Hongkong or vice versa by the Company's direct steamers
'LINTAN' and 'SANUI.' These vessels have superior Cabin accommodation and are
lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

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Opposite Blake Pier.

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

From 1st May, 1914 the price of
current will be reduced to the follow-
ing—

Electric Light and Taps... \$0.24 per unit

Power, Lifts, Heating and

Cooking... \$0.07

Power to B. electric Hoist

Consumers... \$0.05

Discounts will remain as before

HONGKONG ELECTRIC CO., LTD.

Hongkong, April 27, 1914.

BUSINESS NOTICES.

FAIRALL & CO

ALL NEW MATERIALS FOR SUMMER WEAR

NOW IN STOCK

NEW MODELS IN
WASHING FROCKS, BLOUSES
LINEN SKIRTS

INEXPENSIVE FASHIONABLE MILLINERY

OF
EVERY DESCRIPTION.

TELEPHONE 844.

2 Peddar Street.

Hongkong, April 25, 1914.

1200

JUST ARRIVED

Per S.S. ALDENHAM.

1st Grade Australian Butter: Government guarantee

Absolutely the Best Imported: only 75 cents per lbs.

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ALEXANDRA CAFE CO.

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

J. H. TAGGART, Manager.

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P. O. 'PEUSTER.'

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GRAND HOTEL.

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ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

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EDITED AND PUBLISHED BY S. KURIKI.

The first (1913) edition already issued.

BIOGRAPHIES of over 5,000 people

who are well-known in society and of

several hundred foreigners associated with

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Many portraits are inserted. The book

contains over 1,400 pages.

The price is yen 6 (12/-) or \$3 per copy.

Orders for the book should be accompanied

by payment.

Subscribers for the second revised edition

of 'Who's Who in Japan' will be allowed

a reduction of one yen.

The registered postage is 18 cts. to Korea

and China 40 cts. and to Europe & America

70 cts. or \$3 cents.

It is a GOOD ADVERTISING MEDIUM.

Many industrial papers of the world

notice this work in the highest terms.

For example, The Daily Mail says—

'Yet another "Who's Who" and this

time from Japan! The reader is apt at

first to regard it as a curiosity, as a sign

that the East has now become Western

practically almost to the last detail. But

'Who's Who in Japan' is far more than

a curiosity; it is a very sound and useful

reference book. It is printed in English

and contains brief biographies, on the

accepted model of prominent men in Japan.

Mr. Kuriki is a skillful editor and has done

his work well.

'Who's Who in Japan' Publishing Office,

No. 5, 1-chome, Uchikawabashi,

Kojimachi, Tokyo.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes

8.00 a.m. to 10.00 a.m. Every 10 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.30 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

1.45 p.m. to 2.15 p.m. Every 10 minutes

2.15 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 6.10 p.m. Every 10 minutes

WEEK DAYS.

8.00 p.m. and 9 p.m., 9.30 p.m. to 11.00

p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of

an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m. Every 15 minutes

10.30 a.m. to 11.00 a.m. Every 10 minutes

11.00 a.m. to 12.00 p.m. Every 15 minutes

12.00 p.m. to 1.00 p.m. Every 10 minutes

1.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 6.00 p.m. Every 10 minutes

6.00 p.m. to 7.00 p.m. Every 15 minutes

7.00 p.m. to 8.10 p.m. Every 10 minutes

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In Bags of 75 lbs. net.

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Speciality.

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GERMAN SAUSAGE FACTORY

(Deutsche Wurstfabrik)

Hongkong: 11, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can
be obtained already sliced by $\frac{1}{2}$ and $\frac{1}{4}$ lb. etc.
Beef and Pork sausages made fresh every morning.
Special arrangements will be made with Hotels, Cantinas,
Boarding-houses, Ships, Picnic parties, etc.

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(NOW RECONSTRUCTED).

SHIPBUILDERS, MILLER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipways and can accommodate any craft
of 200 feet long.

Town Office, 48, CONNOR ROAD, HONGKONG. Telephone No. 488.
Shipyards, Sham-Sui-Po, Kowloon, Hongkong. Telephone No. 111.
Estimates furnished on application.

Hongkong, April 1, 1913

WONG PING WA, Manager.



CALDBECK MACGREGOR & CO.

ESTABLISHED 1864.

SOLE AGENTS FOR

FALCON PILSENER
BEER

The only genuine imported Pilsener Beer sold
at so low a price.

Per 1 dozen quarts \$3.00

Per 1 dozen pints 2.00

(Plus Government duties for local orders)

THE CARLTON HOTEL

Recently Renovated and Refurnished.

Self-Contained Suites and Apartments with Private

Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading

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PERFECTLY SANITARY.

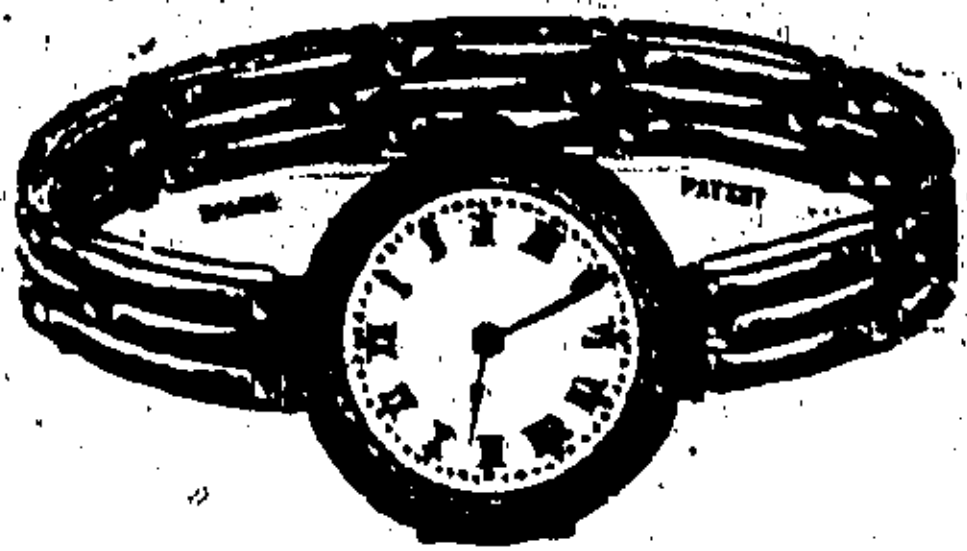
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J. H. TAGGART, Proprietor.

INTIMATIONS

G. FALCONER & CO., LTD.

LADYS GOLD WATCH BRACELETS IN LARGE VARIETY.



ENGLISH SILVERWARE.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 17, 43 and 49, CONNAUGHT ROAD CENTRAL.

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, etc., etc. OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO THE YAT, General Manager
Hongkong, August 12, 1918.

DINNEFORD'S



The Physician's
Cure for Gout,
Rheumatic Gout,
and Gravel.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Head-
ache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

VICHY

NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs

VICHY CELESTINS

in bottles and half bottles. For Kidney and Kindred troubles, bladder
half bottles. Trouble - Gout - Gravel - Arthritis

VICHY GRANDE-GRILLE

For Liver trouble and Biliousness.

VICHY HOPITAL

For Indigestion.

REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED

VICHY-ETAT PREPARATIONS

VICHY-ETAT SALT Natural salt from the waters. - In tins and bottles.

VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.

VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE

Order before you leave, so that you may receive it while at home.

Price \$41 per annum, including postage. THE CHINA MAIL, Ltd., Wrentham Street.

A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestine, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhoea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared on y by

G. ENO, LTD., "FRUIT SALT" WORK, LONDON, ENGLAND.

SOLD BY CHEMISTS AND STORES EVERYWHERE.

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(MITSU BISHI CO.)

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SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTARE, YO-
SHIMOTANI, KISHIDAKE, HOJO,
KANADA, NAMASUTA, SATO,
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MANTLA: Messrs Macdonald & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

GLASGOW: Messrs A. B. Brown, McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager,

No. 2, PENNY STREET,

Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on TUESDAY, the 28th April, 1914, at 4 o'clock p.m., in the Old Chamber of Commerce Room, City Hall, for the following purposes:-

- (1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1913.
- (2) To elect a new Committee.
- (3) To transact any General Business.

By Order,

E. A. M. WILLIAMS,

Secretary.

Hongkong, April 17, 1914.

ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the Association of Exporters and Dealers of Hongkong will be held on WEDNESDAY, 29th April, 1914, at 4 o'clock p.m., in the Old Chamber of Commerce Room, City Hall, for the following purposes:-

- (1) To receive the Report and Accounts for the year ended 31st December, 1913.
- (2) To elect a new Committee.
- (3) To transact any General Business.

By Order,

E. A. M. WILLIAMS,

Secretary.

Hongkong, April 17, 1914.

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, on THURSDAY the 14th May, 1914, at 11.30 A.M. for the purpose of presenting the REPORT of the DIRECTORS, together with a statement of Accounts for the year ended 31st December, 1913, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th April to the 14th May, 1914, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.
Agents.

Hongkong, April 24, 1914.

DAIRY FARM NEWS.

RECEIVED

NEW SHIPMENTS OF

FRESH SIBERIAN SALMON

SMOKED

FILLETS.

HADDUCKS.

KIPPERS.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

PRICE \$2.50 per 100. 100's in 100's tins.

SARAWAK

INTERESTING PAPER BY THE RANEE.

Her Highness the Ranees of Sarawak wrote the following paper for the Royal Society of Arts, London. It was read for her by someone else on April 1, as Her Highness was unable to be present.

Introduction.
The story of Sarawak attracts more attention in comparatively new countries, such as the United States of America, Canada, and Australia, than in England.

The motive element in Sarawak has always been the base and strong point of the policy of its rulers.

At the age of twelve the present Rajah entered the Royal Navy. In that service he remained for ten years, when he obtained his lieutenantcy, and then he served two years' leave, which the Admiralty was glad to grant at that time (about 1892), as they thought naval officers were of a type likely to be of service in the development of the colonies and the improvement of native states. He then went to Sarawak to join his uncle, the first Rajah, with and under whom he remained, and consequently had to retire from the Navy.

Speaking of the value of his naval training the Rajah himself says:-
"I will admit that my ten years' service gave me what I probably could not have gained from any other profession—the advantages of having been taught to obey my seniors, and of having been disciplined; and I very firmly adhere to the rule that no one can make a successful commander unless he has learnt to obey."

He further taught me those seafaring qualities, which have been so useful ever since, of being able to rough it and put up with one's surroundings, the lack of which so often makes the men of the present day, in their refined and gentlemanly way, not quite suited to handle the wheel of a ship at sea or the plough on land.

The task of the first white Rajah of Sarawak was enormously difficult, but he worked for twenty-six years with a success as remarkable as his devotion and abnegation of self-interest.

When Rajah James Brooke died in 1868, he left to his nephew and appointed successor, the present Rajah of Sarawak, a peaceful and contented country, the hearts of whose people he had won by studying them, their interests, their customs, their peculiarities, and their happiness, and to them he gave his life and energy and everything he possessed.

It was a remarkable achievement, and he left to the country of his adoption the "stamp" of his heart's desire. Much more than that, he established a precedent on which his successor has acted with unswerving consistency for the last forty-six years; it is the stamp of Brooke rule, and so long as it lasts all will be well with Sarawak.

The methods of administration introduced and established in Sarawak were interesting and successful. It is sufficient to say that Sarawak has been ruled by the Brooke "for the benefit of the people of the country," and Mr. Allynne Ireland, who was well qualified to form a sound judgment, wrote in 1905, after spending two months in travelling up and down the coast and in the interior:-

"I feel myself unable to express the high opinion I have formed of the administration of the country without a fear that I shall lay myself open to the charge of exaggeration." With such knowledge of administrative systems in the tropics as can be gained by actual observation in almost every part of the British Empire, except the African colonies, I can say that in no country which I have ever visited are there to be observed so many signs of a wise and generous rule, such abundant indications of good government, as are to be seen on every hand in Sarawak.

The fact which is most striking in Sarawak is that throughout the long years from 1842 to the present time, the two white Rajahs of Sarawak have spent practically their whole lives in this remote corner of Asia, devoting their best energies to the prosperity and the happiness of their subjects, whilst taking

from the country, of which they were the absolute rulers, only the most modest income. That has been the admirable and unusual "stamp" of Brooke rule, to live with the people, to make their happiness, the first consideration, and to refuse wealth as their expense. Nothing could have been easier—certainly for the present Rajah—than to live at ease in some pleasant Western land, with perhaps an occasional visit to Sarawak, and to devote to his own use revenues which he has spent for the benefit of Sarawak and its people. The State is rich in resources, mineral and agricultural; to many it would have seemed most natural to fill the place with Chinese or to grant concessions to Europeans. Either of these courses would have meant a large accession of revenue, and no one would have thought it strange had the ruler of the country spent whatever proportion seemed good to him on himself. Only the people of the country would have suffered, but they, probably, would have considered that it was perfectly natural, and had they thought otherwise it would have made no difference, for it is not their habit to complain publicly of the doings of their rulers. The Rajahs of Sarawak have made "the benefit of the people of the country" the business of their lives; all honour to them for their high purpose, of personal care to the affairs of Sarawak, should be continued and perpetuated must be the prayer of all who love Malaya.

Every one must hope that a departure from the Brooke tradition is impossible, and as the matter is wholly within the discretion of the present Rajah, who knows better than anyone else what is necessary to secure the objects set out by his predecessor, and confirmed and secured by his own rule, there is no reason to fear for the future of Sarawak. Any real man would be proud to take up and help to perpetuate so great an inheritance. When the time comes, he will remember the words of the first Rajah Brooke: "If it please God to permit me to give a stamp to this country which shall last after I am no more, I shall have lived a life which emperors might envy," and he will begin his rule with the knowledge that his predecessor spent his whole life in making good the promise of those words.

POSITION OF SARAWAK AND PEOPLE.
It might be interesting to explain, as briefly as possible, the position which the Rajahs and their people occupied in that great concern we now know under the name of the British Empire. When the first Rajah Brooke undertook the government of the country, he did so, as he thought, temporarily, imagining that the British Government would in time take the country under its protection. Apparently the British Government was not anxious to increase its responsibilities in the Far East, so that for years the first Rajah struggled on protecting his people unsupported and alone. One important fact to be remembered is that ever since the Brooke dynasty has existed in Sarawak, only in very few instances have the forces of the British Empire been required to

(Continued on page 5.)

COUGHING INTO CONSUMPTION

"Only a Cough" but you stop while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable. OF ALL CHEMISTS.

Price: 2/6 and 5/6.

WE

TEST

YOUR

EYES



and fit proper lenses. If you do not see as you once did your eyes should have immediate attention.

CONSULT US



Hongkong, Dec. 2, 1913.

INTIMATIONS

UNITED STATES OF AMERICA. EXTRATERRITORIAL JURISDICTION IN CHINA.

In THE UNITED STATES COURT FOR CHINA.

In the Matter of THE ESTATE

of

HENRY V. NOYES

DECEASED.

THIS APPOINTMENT FOR HEARING PETITION AND APPOINTING ADMINISTRATOR.

NOTICE IS HEREBY GIVEN that

FRIDAY, May 8th 1914, at 10

o'clock forenoon of said day and the

Judge's Chambers of said Court at Shanghai

have been appointed as the time and place

for hearing the PETITION of ARABELLA

A. NOYES to have WILLIAM D. NOYES

appointed ADMINISTRATOR of the estate of

HENRY V. NOYES, deceased, and for issuance to him of letters

of administration thereon, and as which

time and place all persons interested in

the said estate may appear.

(Signed) EDWARD H. MURRAY,

Acting Clerk of Court.

Hongkong, April 23, 1914.

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MARTIN'S

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HOTELS

THE STATION HOTEL

NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS.
Bathrooms with Hot and Cold Water throughout.
Gold and Hot Water throughout.
PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.
Private Dining Room.
EXCELLENT COOKING.

For Particulars apply to THE MANAGER.

THE MANAGER.
Tel. No. 119, Tel. Address "Tobacco."
Hongkong, Feb. 5, 1914.

KING EDWARD HOTEL

Central Location.

ALL ELECTRIC TRAM PASSES.
Electric Lifts, Fans and Lighting.
Bathrooms, Billiard, Billiards, Hot and Cold Water throughout.
Best of Food and Service.

TELEPHONE 375.
TELEGRAPHIC ADDRESS: "VICTORIA."
R. H. NORTH, Manager.

KINGSLERE HOTEL, HONGKONG

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.
Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.
Telephones in Bedrooms and Sitting-rooms throughout.
Telephone No. 1129.
Cable Address: "Sachala."
A.B.C. Code 5th Ed.
Hongkong, September 1, 1908. 1208

BRAESIDE PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour.
Telephone No. 690.
Apply to Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road, Hongkong, September 2, 1908.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE WRITTEN THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, Ltd., and THE RAILWAY PASSENGERS' ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER 1911.

I—Authorized Capital £2,000,000
Subscribed Capital £2,000,000
Paid-up Capital £2,437,600
II—Fire Funds £3,899,114
III—Life & Annuity Funds £1,136,160
Sinking Fund Account £8,512
£22,561,286
Revenue Fire Branch £2,567,168
" Life and Annuity Branches 1,973,269
Revenue Marine Department 282,692
Other Receipts 430,185
£5,253,312

The Accumulative Funds of this various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.

Agents.

TO LET

TO LET.

14 ARBUTHNOT ROAD, seven large rooms, three minutes from town. Good view of harbour. Immediate possession if desired.
For Full particulars Apply to: J. VINCENT BRAGA, Toyo Kisen Kaisha, Hongkong, April 24, 1914. 477

TO LET.

No. 55, WYNDHAM STREET. Moderate Rental.
Apply to the Comptroller, HOLLAND CHINA TRADING CO. Hongkong, April 14, 1914. 480

TO LET.

THE FIRST FLOOR of No. 25, Des Voeux Road, Central. Suitable for Offices. Rooms can be let separately. Apply—DRAGON CYCLE CO. Hongkong, April 2, 1914. 418

TO LET.

UNFURNISHED, No. 4, Morrison Hill, containing 8 Rooms, with usual servants' accommodation.
For further particulars. Apply: Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, April 4, 1914. 431

TO LET.

No. 13, B. Macdonnell Road. 7 Rooms besides 2 Bath Rooms and servants' quarters.
View of Harbour sighted.
Possession from 16th May, 1914.
Apply to: MR. CHUNG WAILAM, YAN ON M. & F. INSURANCE CO., Ltd. No. 303, Des Voeux Road, Central. Hongkong, April 17, 1914. 490

TO LET.

OFFICES IN HOTEL MANSIONS FROM 1st MAY NEXT.
Hongkong, April 9, 1914. 469

TO LET.

OFFICES in King's Building.
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd. Hongkong, Jan. 13, 1914. 863

TO LET.

"LA HACIENDA E," No. 74, Mount Kellett Road.
Apply CHATER & M. DY, No. 5, Queen's Road Central. Hongkong, April 2, 1914. 415

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with Godown attached, NATHAN ROAD, KOWLOON.
Kowloon Marine Lot No. 48 with Wharf.
WINDSOR LODGE, Kimberley Road, Kowloon, 6 rooms and Tennis court.
No. 3 MINDEN VILLAS.
FLATS in Nathan Road and Humphreys Buildings, from 1st May.
Apply to HUMPHREYS ESTATE & FINANCE CO., Ltd. Hongkong, April 4, 1914.

TO LET.

"ROGATE," Austin Road, Kowloon. unfurnished.
No. 68 Peak, MOUNT KELLETT (Church Mission Society Bungalow) let 30th May 1914, partly furnished, cheap rent.
"No. 6 CAMERON VILLAS, No. 59 Peak, to let furnished for one year from 1st May 1914."
"No. 19th SHELLEY STREET," From 1st October 1913.
"No. 5 MOUNTAIN VIEW, newly painted and colourwashed."
No. 12 BEACONSFIELD ARCADE, Shop.
"To let till 31st October, 1914, No. 64 The Peak, seven rooms and drying room, furnished, including Electric Fans and Telephone."
No. 7, MOUNTAIN VIEW.
No. 7, STEWART TERRACE, Peak.
FOR SALE.
"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.
Apply to Linstead & Davis, 3rd Floor, Alexandra Buildings, Hongkong, April 18, 1914. 61

TO LET.

THE CHINA MAIL
Typhoon Map & Guide.
PRICE 4 cents.

ENTERTAINMENT

THEATRE ROYAL, HONGKONG.

FOR SEVEN NIGHTS ONLY.
COMMENCING THURSDAY, APRIL 30.
Maurice E. Bandmann presents the newly organized
BANDMANN OPERA CO.

Thurs. April 30

"Oh! Oh! Delphine"

Friday May 1st

"The Laughing Husband"

Satur. May 2nd

"Step This Way"

Monday May 4

"The Marriage Market"

Tues. May 5

"The Balkan Princess"

Wed. May 6

"The Girl in the Taxi"

Thurs. May 7

"The Girl on the Film"

Doors Open at 8.30 p.m.
Commence at 9 p.m. sharp.
Plans NOW OPEN at Moutrie's.
Hongkong, April 23, 1914. 519

GREAT GOLF SEASON.

(Continued from page 4.)

thought or care. It was not until the 14th hole was reached that Vardon began to realize danger from another quarter than that of Ray. It was then too late. Vardon had been reeling off his 4's and 3's in perfect regularity, and was playing with a confidence that must have badly shaken his opponents. It is a sad story. Ray "cracked," and then Vardon, in a super-human effort to make up lost ground, did likewise.

Of Mr. Heinrich Schmidt, those who saw him at St. Andrews will know his brilliant qualities. After a great fight, he only succumbed to Hilton, the ultimate champion, at the 18th hole.

This international flavour will add greatly to the charm of a game which has seized the imagination of the British people. The Americans will take a lot of beating at Sandwich, but it is no doubt that our amateurs will polish up their iron and get out their wooden club in readiness for this attack upon our golfing prestige. The Sandwich festival should be of absorbing interest. Most of the American contingent will also compete for the "Op" at Frimley, and here again something may happen to upset all the calculations of the professionals.

"GUTTY" V. RUBBER CORE.
On Thursday the much-talked-of gutty v. the rubber cored ball match will be decided at Sandy Lodge. Many theories will be put to the test, and most of them will very likely prove quite headless the mark. We shall see the bowler of the English professional taking the gutty prodigious distances, much further than most of us can hit our favourite half-crown ball on a course baked by the sun, and with a down wind blowing half a gale. This will undoubtedly shock those players who have never hit a gutty, or, perhaps, never want to.

It should be stated for the benefit of those who intend visiting Sandy Lodge that the match will be a four-ball one. Taylor and Braid playing Vardon and Duncan. In one round Taylor and Braid will play with gutty balls while Vardon and Duncan will use rubber core. In the afternoon the balls will be changed. During the interval between the rounds a driving competition will take place, each player being given six balls, three gutties, and three rubber cores. All four players have been renewing acquaintance with the gutty, and their experiments of the last few days are decidedly interesting. Taylor, the open champion, admits that he cannot control the old ball as he can the new. He found it almost impossible to keep the gutty down when playing against the wind. Although a master in keeping the modern ball low, he had to alter the whole of his driving machinery to prevent the gutty soaring wildly into the heavens. The slightest hitch in the methods employed, and the result was a badly-topped shot, smacking along the ground. In other words, the Mid-Surrey professional found that the old gutty demands to be hit as it is intended every time.

Coming from Taylor this issue distasteful. There are not many who can hit the ball as they would wish on every occasion. And, then, as to the all-important matter of length, the champion found that in cases where he would take a driving-iron for his second with the rubber core, he was compelled for the gutty to have recourse to his brassie. The same thing happened with all his clubs. For a massive shot of 160 yards the gutty required a terrific hit with an iron.

What a revelation the gutty will be for Vardon in his putting. Those who have seen Vardon's putting when he has missed putt after putt with the rubber core will tell you in the deadly accuracy with which he will strike the gutty to the hole. Vardon describes it as the easiest thing in the world to putt with the ball he used in his youthful days in the Channel Islands. One wonders how many championships the rubber core has won since then. It is not to be remembered, the last championship was St. Andrew's, when Vardon had gone all wrong with his putter. He had used all sorts of clubs, and had remarked this about the Royal and Ancient Headquarter to find the implement that would permit him to hole even a bad putt. But all to no purpose. Duncan took compassion upon his friend, and in the moonlight on the eve of the championship he and Vardon went to the last green, and with half a dozen balls they practiced for a while. And all Duncan said was "Put it, Vardon, put it." This "put it" was the gutty. That one word saved Vardon's career, and he won the championship.

Unlike the Tottenham professional, Fraid holds that with the hard ball it is much more difficult to judge strength when making long approach putts. "This subtle shot will probably be the undoing of more than one player in the match at Sandy Lodge."

Duncan is the youth of the party. His acquaintance with the gutty has not been extensive, and one feels that he will be glad to get his round over with the hard, unyielding ball. Quite recently Mayo gave Duncan a third at Burhill, the latter playing the gutty. Duncan put 33 to get round, and he was beaten 1 up. He used three balls, and at the close of the match all work chances and quite useless. The greatest difficulty he found was controlling the ball inside 100 yards of the pin—he was never up, although a consistently put a little more into the hole.

Whatever happens it will be a great and instructive day. But I am rather inclined to think that many of the problems that surround the gutty and the rubber-core will remain unsolved.

OF THE V. CAMBRIDGE.
Owing to the Sandy Lodge "carnival" intervening, the Varsity match will be played at Ryde on Friday. Cambridge are expected to beat Oxford, but in any event it will be a very close affair. When the contest previously took place at Ryde, in 1911, the Light Blues were then strong favourites, but something went wrong after the luncheon interval, and Oxford won as the result of a great stroke of bad luck, who laid the ball dead from the bottom of a sandy cliff. That stroke and the resultant putt won the match for Oxford. A lot of funny things will happen on Friday, out as the tail of Cambridge is rather strong, victory should rest with them. If one desires to see some fine scenes and exciting hitting, Friday's match should prove a veritable feast.
After all, Mr. Gordon Darry will play for Oxford, and his fight with Mr. R. P. Humphries will undoubtedly be the "star" turn. The two types are as opposite as the poles, and the match should provide more unexpected thrills.

FREE TIPS TO A MEMBER OF PARLIAMENT.

Mr. Hodge, the Liberal member for East Edinburgh and a strong advocate of anti-gambling legislation, has just had a strange encounter with a tipster. Speaking at Dr. Clifford's P.S.A. at Paddington on February 16, Mr. Hodge challenged any of his hearers to test his point of view by following the selections of any one tipster for a month and wagering 1s. on each horse. He offered to multiply by 100 any money on the net transaction and to give a sum of £100 to a Paddington charity.

An East London tipster accepted the challenge a day or two later. He gave Mr. Hodge during the month which has just ended 198 selections for 175 races. Thirty-one of these horses were winners, 79 losers, and 59 non-runners. The winners at 1s. stake would have been £1 12s. 9d., and the losers £1 12s. 3d. There was therefore a net loss on the month of 4s. 6d. Mr. Hodge got the selections for nothing. If he had been one of the tipster's customers he would have had to pay £15 for the tipster's services. The tipster world is not convinced by the result of the challenge, and two newspapers have offered to accept the same terms from Mr. Hodge. He is, however, disinclined to undertake any more transactions of the kind.

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Sweeten the blood with the richest creaming and healthy fish-liver oil. Very palatable.

OF ALL CHEMISTS

His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Cons.	L.H.P.	Commander	Last report at
Albatross	despatch vessel	1680	2	8000	Comdr. Archibald Cockburn	Hongkong
Albatross	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	800	Lt.-Comdr. V. R. Brandon	Shanghai
Broomart	river gunboat	710	2	800	Lt.-Comdr. Q. R. Preston-Thomas	Shanghai
Cadmus	sloop	1070	4	1400	Capt. M. S. Philmarion	Shanghai
Chelmer	torpedo boat destroyer	580	4	7500	Lieut.-Comdr. H. T. England	Canton
Cherub	water tank and tug	300	—	300	—	Hongkong
Chil	sloop	1070	4	1400	Comdr. O. H. Mackenzie, D.E.C.	Shanghai
Colne	torpedo boat destroyer	550	4	7500	Comdr. Segond	Hongkong
Fame	torpedo boat destroyer	580	4	8700	Lieut. Comdr. C. M. Blackman	Canton
Hampshire	crucier, 1st class	10,800	10	20,500	Capt. H. W. Grant	Canton
Jet	torpedo boat destroyer	580	4	7500	Lieut. Comdr. G. F. A. Mylock	Canton
Kismet	torpedo boat destroyer	580	4	7500	Lieut. Comdr. F. A. H. Russell	Canton
Kinab	river gunboat	614	4	1900	Lt.-Comdr. H. D. Markey	Yanchow
Kinab	sloop	1040	—	—	Lt.-Comdr. Gibson	Canton
Kinab	crucier, 1st class	14,000	—	27,000	Capt. R. B. Kiddle	Canton
Kinab	river gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Kinab	crucier, 2nd class	6800	12	22,000	Capt. F. W. A. P. P. P.	Canton
Kinab	river gunboat	85	2	300	Lieut. Com. Malcolm Murray	Yanchow River
Kinab	torpedo boat destroyer	680	—	7500	Lieut. Comdr. R. W. Wilkinson	Canton
Kinab	depot ship, submarine	780	—	1400	Lieut. Comdr. F. A. H. Cronin	Canton
Kinab	river gunboat	85	2	940	Lt.-Comdr. Nash	West River
Kinab	river gunboat	85	2	940	Lt.-Com. L. A. S. Hutton	West River
Kinab	river gunboat	85	2	940	Lt.-Comdr. M. T. R. Maxwell Scott	Yanchow River
Kinab	recruiting ship	6550	—	—	Commodore R. H. Anstruther, C.M.B.	Hongkong
Kinab	river gunboat	180	2	800	Lt.-Comdr. S. P. B. Russell	Upper Yangtze River
Kinab	river gunboat	710	2	900	Lt.-Com. G. F. L. L. Page	Canton
Kinab	battleship	11,985	18	13,500	Comdr. A. S. Sturman	Hongkong
Kinab	torpedo boat destroyer	580	—	7500	Lt.-Comdr. Maxwell	Hongkong
Kinab	torpedo boat destroyer	580	—	7500	Lieut. Comdr. C. A. Poignand	Hongkong
Kinab	river gunboat	180	2	800	Lt.-Com. A. J. London	Upper Yangtze River
Kinab	river gunboat	180	2	800	Lt.-Com. M. Blackwood	Yanchow River
Kinab	river gunboat	180	2	800	Lt.-Comdr. Lloyd	Yanchow River
Kinab	light cruiser	2360	—	23,000	Capt. H. K. Cochrane	Canton
Kinab	submarine	—	—	—	Lt. Comdr. F. J. McGillivray	Canton
Kinab	submarine	—	—	—	Lt.-Comdr. J. Gaiman	Canton
Kinab	submarine	—	—	—	Lt. Comdr. R. K. O. Pope	Canton
Kinab	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
Kinab	torpedo boat	—	—	—	Lt. Comdr. Barton	Hongkong
Kinab	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quin	Hongkong
Kinab	torpedo boat	—	—	—	Lt. Comdr. B. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jernam, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and description	Tons	Cons.	L.H.P.	Captain	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovitz	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Hongkong
Kleber	French armoured cruiser	9730	13	19,000	Capt. Gouta	Saigon
Montain	French flag ship	9000	—	—	Capt. de Vaisseau	Shanghai
Decidie	French gunboat	445	10	1700	Lieut. Vandier	Saigon
Argus	French river gunboat	180	8	970	Lieut. Dordet	Canton
Vigilante	French gunboat	125	7	500	Lieut. de Jerville	Canton
Feiho	French gunboat	130	—	—	Lieut. Collin	Tongku
Donard de Legros	French gunboat	—	—	—	Lieut. Dupuy Dittamps	Tahong-Kin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Bouix	Saigon
Protee	French sub-marine	—	—	—	—	Saigon
* Styr	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	308	Lieut. Aurilio	Saigon
Urberville	French destroyer	—	—	—	Capt. de Frigate Rouleau	Saigon
Pistole	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Musquet	French destroyer	307	8	300	—	Saigon
Manche	French surveying ship	1022	10	9000	Comdr. Vuain	Saigon
* Flagship of Capt. (Commander) Boncourt, Commanding the local defence, Indo-China.						
Enden	German cruiser	2800	2	3,500	Capt. v. Rasthoff	Saigon
Gisela	German armoured cruiser	11,800	—	14,000	Captain Brumminghaus	Tientsin
Illis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3320	24	11,000	Capt. Behncke	Tientsin
Loche	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Kitburg	German cruiser	3400	29	13,500	Capt. Mankenberg	Tientsin
Other	German river gunboat	—	—	—	Capt. Lieut. Frie	Yanchow River
Scharnhorst	German flag ship	11,700	26	25,200	Capt. von Schulte	Tientsin
R. 90	German torpedo boat	400	8	5500	Capt. Lieut. Barrenberg	Tientsin
Taku	German torpedo boat	320	4	6000	Obit. v. S. Claassen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Hückler	Tientsin
Tingtau	German river gunboat	925	4	1340	Capt. von Miller	Canton
Vatard	German river gunboat	925	4	800	Obit. v. S. Fries	Shanghai
Calabria	Italian cruiser	4145	—	—	Comdr. Sommi Piccardi	Shanghai
Admiral	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Paris	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A-2	U. S. submarine				Ensign J. M. O. Murray	Cavite
A-4	"				Lieut. E. D. McWhorter	Cavite
A-6	"				Ensign J. C. Yag da Carr	Cavite
A-7	"				Ensign C. M. Yates	Cavite
Albacy	U. S. protected cruiser	5630	10	7800	Com. M. L. Bristol	Cebu
Bainbridge	U. S. torpedo-boat-destroyer	480	7	8900	Ensign H. A. Jones	Cavite
Berry	U. S. torpedo-boat-destroyer	480	7	8000	Lieut. R. Hill	Cavite
Oatlar	U. S. gunboat	545	8	850	Ensign W. L. Halberg	Oatlar
Chickadee	U. S. torpedo-boat-destroyer	480	7	8000	Lieut. F. J. Fletcher	Cebu
Ominous	U. S. protected cruiser	3185	11	10,000	Comdr. E. B. Robinson	Cebu
Dale	U. S. torpedo-boat-destroyer	480	7	8000	Lieut. C. A. Woodruff	Cavite
Decatur	U. S. torpedo-boat-destroyer	480	7	8000	Lieut. R. H. Green	Cebu
El Cano	U. S. gunboat	880	4	800	Lt. Comdr. S. Gunnison	Manila
Helen	U. S. gunboat	1285	8	1985	Comdr. C. R. Merrill	Manila
Melina	U. S. station ship	1900	6	1100	Lieut. R. V. Love	Cavite
Monomach	U. S. monitor	3560	6	3000	Lt. A. F. S. Vane	Oatlar
Montevideo	U. S. mailer	4084	4	5277	Commodore J. V. Dineen	Cebu
Panama	U. S. gunboat	943	8		Lieut. W. H. Walling	Cavite
Platanus	U. S. sea-going tug	864	2	1600	Lieut. W. O. Wallace	Cavite
Quincy	U. S. Reple ship	3028			Lieut. W. O. Wallace	Cavite
Quincy	U. S. gunboat	880	5	808	Lieut. W. J. Fitzpatrick	Cavite
Reinhardt	U. S. cruiser	3280	12	1000	Lt. Comdr. O. W. Pennington	Cavite
Reinhardt	U. S. gunboat	845	8	850	Lt. G. C. Delaney	Cavite
Reinhardt	U. S. torpedo cruiser	3115	14	17,400	Comdr. H. A. Wiley	Cavite
Reinhardt	U. S. gunboat	880	5	808	Lieut. R. Dyer	Cavite
Reinhardt	U. S. gunboat	880	5	808	Lieut. R. Dyer	Cavite
Reinhardt	U. S. gunboat	880	5	808	Lieut. R. Dyer	Cavite
Reinhardt	U. S. gunboat	880	5	808	Lieut. R. Dyer	Cavite

CHEMISTS BY APPOINTMENT TO H. E. THE GOVERNOR.

**PRESCRIPTIONS ACCURATELY
DISPENSED.**
Fine Drugs, Patent Medicines, &c
24, QUEEN'S ROAD, HONGKONG
Hongkong, July 22nd 1892

SERVES THE WHOLE FAMILY.
THE fame of Chamberlain's Cough Remedy is world wide. It is good for the deep-seated cough of the adult or the croup and whooping cough of the children. The same bottle serves the whole family. For sale by all Chemists and Druggists.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Luxan and Basts	8/25
E. L. W.	5

tion. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

the poor piece. Also Worcester, Bobby
Perrin, Miss Beach, Miss River, Miss
Innard, Miss Ray, Hopart, Coyne and
other principals did the best they could
with the material at hand.

to heart failure. The funeral takes place at 11:30 a.m.

of medicines among the troops, which,

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the

DATES named—

To SAIL REMARK

SHANGHAI, KOBE, NOVARA About Freight and

YOKOHAMA, INDIA About Freight and

LONDON, via Suez, ASSAYE Noon See Special

LONDON & ANTWERP, NUBIA About Freight and

LONDON & ANTWERP, via Suez, PANG, UMBRO, CAPT. F. J. Fox, 30th April. Passage.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong.

EMPEROR OF JAPAN, Thursday, April 30.

EMPEROR OF RUSSIA, Wednesday, May 13.

EMPEROR OF INDIA, Thursday, May 28.

EMPEROR OF ASIA, Wednesday, June 10.

EMPEROR OF JAPAN, Thursday, June 25.

MONTREAL, Saturday, June 27.

Steamships leave HONGKONG at 11.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple

screw 31 knot turbine steamers of 10,000 tons gross—30,000 tons displacement—

the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the

Marconi wireless telegraph.

Local trans-Pacific service connects at Vancouver with a Mail Express

Train and at Seattle with a Mail Express. The steamers of Britain and

Empire of Japan are magnificent vessels of 14,000 tons, speed 20 knots,

and are regarded as second to none on the Atlantic.

PASSENGER RATES, HONGKONG TO LONDON.

EMPEROR OF RUSSIA, Optional Atlantic Port \$71.10.

EMPEROR OF ASIA, do do \$65.

EMPEROR OF INDIA, do do \$65.

EMPEROR OF JAPAN, do do \$65.

MONTREAL, Intermediate service—First class railway, second cabin

Atlantic, via Canadian Atlantic Port, \$43.

Atlantic, via Boston or New York, \$44.

Meals and sleeping car across Canada not in-

cluded in any of above rates. If required such

will cost \$4 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the

option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co.

or by Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call

in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and

Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars

on application to Agents.

Through passengers are allowed "Stop Over" privileges at the various points of

interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. ADDOCK, General Traffic Agent,

Corner Packer Street and Piers (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT

TO ALTERATION.

Destination. STEAMERS. SAILING DATES.

MARSHALLS, LONDON, Displacement.

AND ANTWERP, via MISHIMA MARU, WEDNESDAY, 6th

SINGAPORE, MALACCA, Capt. Sommer, Tons 16,000, May, at 10 a.m.

PENANG, COLOMBO, KAGA MARU, WEDNESDAY, 20th

SUZUKI AND PORT SAID, Capt. Kaga, Tons 20,000, May, at 10 a.m.

VICTORIA, B.C., & SEAT, TAMBA MARU, TUESDAY, 5th

TLE, via SHANGHAI, Capt. Kaga, Tons 12,500, May, at Noon.

MOJI, KOBE, YOKOHAMA, HITACHI MARU, THURSDAY, 7th

& YOKOHAMA, Capt. Sato, Tons 12,500, May, at 11 a.m.

KOBE & YOKOHAMA, COLOMBO MARU, TUESDAY, 28th

KUMANO MARU, Capt. Kaga, Tons 6,000, April.

SYDNEY AND MELBOURNE, NIKKO MARU, WEDNESDAY, 6th

via MANILA, THURSDAY, 13th, Capt. R. J. Kaga, Tons 9,600, May, at Noon.

DAY ISLAND, TOWNS, KUMANO MARU, WEDNESDAY, 20th

VILLAGE AND BRISBANE, Capt. Kaga, Tons 9,600, June, at Noon.

BOMBAY, via SINGAPORE, INABA MARU, SUNDAY, 26th

and COLOMBO, Capt. Kaga, Tons 12,500, April.

CALCUTTA via SINGAPORE, KIRIN MARU, SATURDAY, 2nd

PENANG & RANGOON, Capt. Kaga, Tons 5,000, May.

Fitted with new system of wireless telegraphy. Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

MISHIMA MARU, 20,000 tons sails Wednesday 6th May.

KAGA MARU, 12,500 " " " 20th May.

FOR AMERICA.

TAMBA MARU, 12,500 tons sails Tuesday 5th May.

With option of Mail between Steamers' calling Ports in Japan.

For further information apply to

T. KUSUMOTO, Manager.

Telephone No. 222.

"HONGKONG'S MUSICAL

HISTORY"

BY H. L. O. GARETT.

Being a re-print of a series of articles that appeared in the

CHINA MAIL

Price 80 Cents.

SHIPPING

PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO

Via Shanghai for Manila, Nagasaki, Inland Sea, Kobe,

Yokohama and Honolulu.

THE SUNSHINE BELT

Operating the following steamers:

MONGOLIA, MANCHURIA, KOREA, SIBERIA

and

NILE, CHINA and PERIA.

Some Features of Service.

Electric Fans, Swimming Tank, Orchestra, Amusement, Wireless Telegraphy, Submarine

Signal Service and Blue Mail.

China under personal supervision of Mr. V. Moran, one of the World's most famous caterers.

Return Portion of Round Trip Ticket, available for Passage via C.P.R. from Vancouver if desired.

Cabin Passengers have the privilege of traveling by Rail between Ports of Japan.

SPECIAL RATES:

PERIA, 9,000 Tons Sailing TUESDAY, 28th April, at Noon.

KOREA, 10,000 Tons Sailing SATURDAY, 3rd May, at 1 p.m.

SIBERIA, 10,000 Tons Sailing TUESDAY, 17th May, at 1 p.m.

CHINA, 10,000 Tons Sailing WEDNESDAY, 27th May, at 1 p.m.

For San Francisco via Manila, Nagasaki, Kobe, Yokohama & Honolulu.

HONGKONG—MANILA SERVICE.

FROM HONGKONG.

Leave Hongkong. Arrive Manila. Leave Manila. Due Hongkong.

APRIL 28, PERIA, APRIL 29, PERIA, APRIL 30, PERIA, MAY 1, PERIA.

MAY 2, PERIA, MAY 3, PERIA, MAY 4, PERIA, MAY 5, PERIA.

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SPECIAL LIQUEURS

Pints and Quarts.

PEPPERMINT

GURACAO

D. O. M.
APRICOT BRANDY
CHARTREUSE

MARASCHINO
KUMMEL

CHERRY WHISKY
CHERRY BRANDY

APRICOTINE

OREME DE MOKA

PEACH BRANDY

MANDARINETTE

OREME DE VIOLETTE

OREME DE CACAO

LIQUEUR FEGAMP

Marie Brisard

Get Freres

W. A. Gilbey

Hulst Kamp

Ousenier

Marie Brisard

Ousenier

Yellow

Green

Luxardo

Ousenier

Heering

Ousenier

Ousenier

BITTERS.

AMER PICON

BITTER SECRESTAT

FERNET BRANCA

AUGUSTURA

POMERANZEN

ORANGE

MacEwen, Frickel & Co.

STEAMERS PASSED SUEZ CANAL.

April 7, Ajax, Kaniwa, Kina.

April 14, Canton, Hilditch, Hara, Nye, Pinner, Samba, Africa, Maclean.

April 14, Bendorah, Alreus, Longon, Bendorah, Alreus, Longon, Bendorah, Alreus, Longon.

April 17, E. F. Ferdinand, Macham, Spain.

April 21, Benlary, Kemon, Meinam, Ningchow, Sibania, Indradene, Eulori, Maru.

April 24, Benlary, Kemon, Meinam, Ningchow, Sibania, Indradene, Eulori, Maru.

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Chs. J. Gaupp & Co.,

WATCHMAKERS and JEWELLERS.

SURVEYING INSTRUMENTS
THEODOLITES and LEVELS

BY
W. F. STANLEY & Co. Ltd.,
F. R. WATTS & Son,
LONDON.
CARL ZEISS, JENA.

REPRESENTATIVES —
MAPPIN & WEBB Ltd.,
LONDON.

ALEXANDRA BUILDINGS,
CHATER ROAD.

To-day's Advertisements

CITY & HILL DISTRICT WATER WORKS.

IT IS HEREBY NOTIFIED that in consequence of the existing shortage of water, the supply from the mains to houses in the Hill District will be discontinued during the night of TUESDAY 28th instant until further notice.

A supply of water will be available from the Public Fountains in the Streets from the morning of WEDNESDAY, 29th instant.

J. F. CHURCHILL,
Director of Public Works.
Hongkong, April 27, 1914.

Public Auction.

THE Underigned have received instructions to sell by Public Auction (for account of the CONGRESSIONAL)

WEDNESDAY,
the 29th April, 1914, at 11 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A MISCELLANEOUS STOCK,
Comprising—
Lady's Umbrellas, Boots and Shoes,
Sundry Hosiery, Gloves, a quantity of
Lace Straw Hats, &c., &c.

Also
30 Sets Porcelain Flower Pots and
Stands. Sundry Furniture.

One Case of Jettico Hats.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 27, 1914.

Public Auction.

THE Underigned have received instructions to sell by Public Auction, (for account of the CONGRESSIONAL)

FRIDAY,
the 1st May, 1914, at 2.30 p.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

One Cottage Piano by Collard & Collard,
One Piano by J. Dörner & Sohn, Stuttgart,
One Piano by O. H. Hop, Berlin,
One Piano by Robinson Piano Co.

And
Three New Trade Sewing Machines by
well-known makers, complete with all
accessories.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 27, 1914.

Notice to Consignees.

FROM PORTLAND, OR. & PUGET
SOUND PORTS.

THE H.A.L. Steamship
BELLEVILLE,
Captain MURPHY, having arrived, Con-
signees are hereby notified to send in their
Bills of Lading for counter-signature, and
take immediate delivery of Cargo from
alongside.

Cargo remaining undelivered on
TUESDAY, the 28th April, at noon,
will be landed at Consignees' risk
and expense and delivery must be
taken from the Hongkong and
Kowloon Wharf and Godown Co.'s
Godown.

Cargo remaining undelivered on 5th
May at noon, will, in addition to land-
ing charges, be subject to storage charges.
No fire insurance whatever will be
effected.

All claims and other damaged Cargo
to be left on board or in the Godown; the
examination of same to be held on TUES-
DAY the 5th May at 10 a.m.

Claims must be accompanied by short
delivery notes or list of exceptions taken
at the time of delivery to the H.A.L.,
signed for and on behalf of the H.A.L.,
the 10th May otherwise they will not be
recognized.

HAMBURG-AMERIKA LINE
Steamship Office
Hongkong, April 27, 1914.

POST OFFICE NOTICES.

The s.s. Kanchow, with the mails
from London (via Siberia) of Wednesday,
the 8th inst., and Friday, the 10th inst.,
due to arrive here on Wednesday, the 29th
inst.

The s.s. Paul Lear, with the Ameri-
can Mail, ex Siberia, is scheduled to arrive
here on Monday, the 4th May.

Mails will close for—
*SWATOW & BANGKOK.
Per Kanchow, at 8 a.m., on Tuesday, the
28th April.

*STRAITS, *CEYLON & *INDIA via
*BOMBAY.
Per Kanchow, at 8 a.m., on Tuesday, the
28th April.

*SWATOW, AMOY & FUJICHOV.
Per Kanchow, at 10 a.m., on Tuesday, the
28th April.

*STRAITS.
Per Kanchow, at 10 a.m., on Tues-
day, the 28th April.

SHANGHAI & NORTH CHINA.
Per Kanchow, at 11 a.m., on Tuesday,
the 28th April.

PHILIPPINE ISLANDS.
Per Kanchow, at 3 p.m., on Tuesday, the
28th April.

SAIGON.
Per Kanchow, at 3 p.m., on Tuesday,
the 28th April.

PHILIPPINE ISLANDS, STRAITS,
BURMAH, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA,
ADELPHI, EGYPT & EUROPE via
*BOMBAY.

Per Kanchow, at 11 a.m., on Tuesday,
the 28th April.

Printed Matter and Samples at 8.30 a.m.
Registration at 8.30 a.m.
Registration, Kowloon P.O., 8 a.m.
Letters at 9 a.m.

PHILIPPINE ISLANDS, JAPAN
via NAGASAKI, HONOLULU,
*UNITED STATES & *SOUTH AME-
RICAN, *CANADA via SAN FRAN-
CISCO.

Per Kanchow, on Tuesday, the 28th April,
Registration at 10 a.m.
(Registration with late fee of 10 cents up
to 10.30 a.m.)

Registration, Kowloon P.O., 9.30 a.m.
Letters at 11 a.m.

*Specially superscribed corres-
pondence only.

ROYAL OBSERVATORY.
HONGKONG DAILY WEATHER
REPORT.

APRIL 27, 1914.—a.m.

Station. Hour. Barometer at Sea Level. Temperature. Humidity. Direction. Force. Weather.

Vicostock 7 a.m. 29.93 40 — 0 c

Nemuro 7 a.m. 29.83 35 — 0 c

Hakodate 7 a.m. 29.95 — — 1 c

Tokio 7 a.m. 29.95 — — 1 c

Kochi 7 a.m. 29.93 — — 1 c

Nagasaki 7 a.m. 29.84 — — 1 c

Kobe 7 a.m. 29.84 — — 1 c

Osaka 7 a.m. 29.84 — — 1 c

Kyushu 7 a.m. 29.84 — — 1 c

Shanghai 7 a.m. 29.84 — — 1 c

Amoy 7 a.m. 29.84 — — 1 c

Swatow 7 a.m. 29.84 — — 1 c

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Amoy 7 a.m. 29.84 — — 1 c

Swatow 7 a.m. 29.84 — — 1 c

SHIPPING

ARRIVALS.

April 26.
Hobart, British steamer, 1,182, T. P.
Finchett, Amoy April 25, General—
Douglas Steamship Co., Ltd.

Prinz Waldemar, German str., 1,737, H.
Jury, Sydney April 24, and Manila 24,
General—Manila S.S. Co.

Perseus, British str., 6,798, D. Robinson,
Shanghai April 22, General—BUTTERFIELD
& SWIRE.

Iwata Maru, Japanese str., 3,837, M.
Shinaka, Kobe April 13, General—NIPPON
YUSEN KAISHA.

Afghan Prince, British str., 3,183, C. W.
Whalley, Yokohama April 12, General—
ARMHOLD, KARBERG & Co.

Johanne, German str., 952, Chr. Underup,
Deli and Saigon April 22, Rice—JENSEN
& Co.

Tamara Maru, Japanese str., 3,812, J.
Teranaka, Seattle and Shanghai April 23,
General—NIPPON YUSEN KAISHA.

Kunfong, British str., 887, H. Mathias,
Haiphong April 23, and Eulow 23, Gen-
eral—BUTTERFIELD & SWIRE.

Belgravia, German steamer, 4,206, G.
Meiner, Tientsin April 21, General—
HAMBURG-AMERIKA LINE.

Sir Richard, British str., 1,234,
W. E. Hoppell, Hankow April 19, Steel
rails and pig iron—KAILAN MINING Co.

Glenfalloch, British steamer, 1,434, W.
L. Gardner, Singapore April 20, General—
CHRYSE.

Lokang, British str., 978, D. W. Ritchie,
Shanghai April 22, General—JARDINE,
MATTHEWS & Co., Ltd.

Kwang Lee, Chinese steamer, 1,468, J.
McArthur, Shanghai April 24, General—
C. M. S. N. Co.

Kuikang, British str., 3,129, R. C. D.
Bradley, Mofei April 21, Coal and General—
JARDINE, MATTHEWS & Co., Ltd.

DEPARTURES.

April 27.
Toshaun, Chinese steamer, 1,216, R. G.
Pannore, Chefoo April 21, General—C.
M. S. N. Co.

Asahi, British str., 1,353, J. B. Harris,
Shanghai April 23, General—BUTTERFIELD
& SWIRE.

Tilafajip, Dutch str., 3,860, F. E. C. V.
Schermbeck, Kobe April 19, and Miko 22,
General—JAWA-GHATA-JAPAN-LINE.

Bechuana, British str., 1,126, Bulkeley,
from Mororan, Coal—DODWELL & Co., Ltd.

Huichow, British steamer, 1,118, Shane,
Tientsin April 20, General—BUTTERFIELD
& SWIRE.

Kwang Ping, Chinese steamer, 1,222, D.
Udden, Chinkiang April 20, General—
CHRYSE.

Fernley, British str., 2,954, Appleton,
Chingwanlo April 22, Coal—Ondra.

Maclure, German str., 998, R. G. Zellner,
Kobischang April 19, Rice and Timber—
BUTTERFIELD & SWIRE.

Landrat Scheff, German str., 1,012, A.
Struve, Saigon April 23, Rice—SIEMSEN
& Co.

Yoda Maru, Japanese steamer, 1,950,
Yokota, Hongy April 24, Coal—M. B. K.

Sitman, British str., 1,245, Hutchison,
Manila April 23, Ballast—A. B. B.

Shanghai, British str., from Canton.
Sokhu Maru, Japanese str., from Canton.

Nippo Maru, for Kobe.

Barr Maru, for Singapore and Sourabaya.

Hongkong, for Swatow and Shanghai.

Maikade, for Haiphong.

Haiman, for Swatow.

Standard, for Saigon.

Annan Maru, for Singapore and Bombay.

Tosha Maru, for Swatow and Tamsui.

Hiden, for Swatow.

Fugician, for Shanghai and Yokohama.

Wongkai, for Swatow and Singapore.

Sung Bee, for Amoy and Rangoon.

Tilafajip, for Batavia.

Wuchang, for Shanghai.

Yokohama, No. 3, for Chun-nam-po.

Tokai Maru, for Miko.

Kenton Maru No. 3, for Yinchow.

Voronej, for Vladivostok.

Yingchow, for Shanghai.

Omang, for Singapore and Calcutta.

April 27.
Elbeth, for Canton Bay.

Wong, for Canton.

Hsiao, for Canton.

Anhui, for Canton.

WEATHER REPORT.

On the 27th at 10.30.—Gradients over
the eastern portion of the map are very
shallow.

Pressure changes in the South are small.
The Chinese depression is central over
the lower Yangtze Valley.

Hongkong Rainfall for the 24 hours
ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon
to-morrow:—

1.—Hongkong and Neighbourhood:
S.W. winds, moderate, squally; cloudy.

2.—Formosa Channel: S.W. winds,
strong.

3.—South coast of China between Hong-
kong and Lamook: The same as No. 1.

4.—South coast of China between Hong-
kong and Hainan: S. winds, moderate.

HONGKONG TIDES.

The tide-table given below has been
compiled at the Nautical Almanac Office
in London from the result of the analysis
of observations taken by means of an au-
tomatic tide-recording machine in the Wa-
ter Police Basin at Tsim Sha Tsui during
the years 1887-8-9.

The zero of the table corresponds with
the zero of the sounding in the Admiralty
Charts which has been found to be 4 feet
3 inches below mean sea level.

To obtain the depth of water on the tide-
gauge at the Victoria Naval Yard add 3
feet 4 inches, and on the gauge at Lamoo-
dock, Aberdeen, add 10 feet 6 inches to
the height given in the table.

April 29th to May 4th, 1914.

April 23th to May 4th, 1914				
Day	Date	RISSE WATERS		W. WATERS
		Mean High Time	Height	Mean High Time
Tues	23	0 15	7.1	11 54
Wed	24	0 1	7.1	11 52
Thurs	25	10 22	7.1	0 22
Fri	30	10 10	7.7	11 4
Sat	1	10 10	7.7	11 4
Sun	2	10 10	7.7	11 4
Mon	3	10 10	7.7	11 4
Tues	4	10 10	7.7	11 4
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Tues	18	10 10	7.7	11 4
Wed	19	10 10	7.7	11 4
Thurs	20	10 10	7.7	11 4
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